



THE STATE OF NEW HAMPSHIRE
DEPARTMENT OF TRANSPORTATION

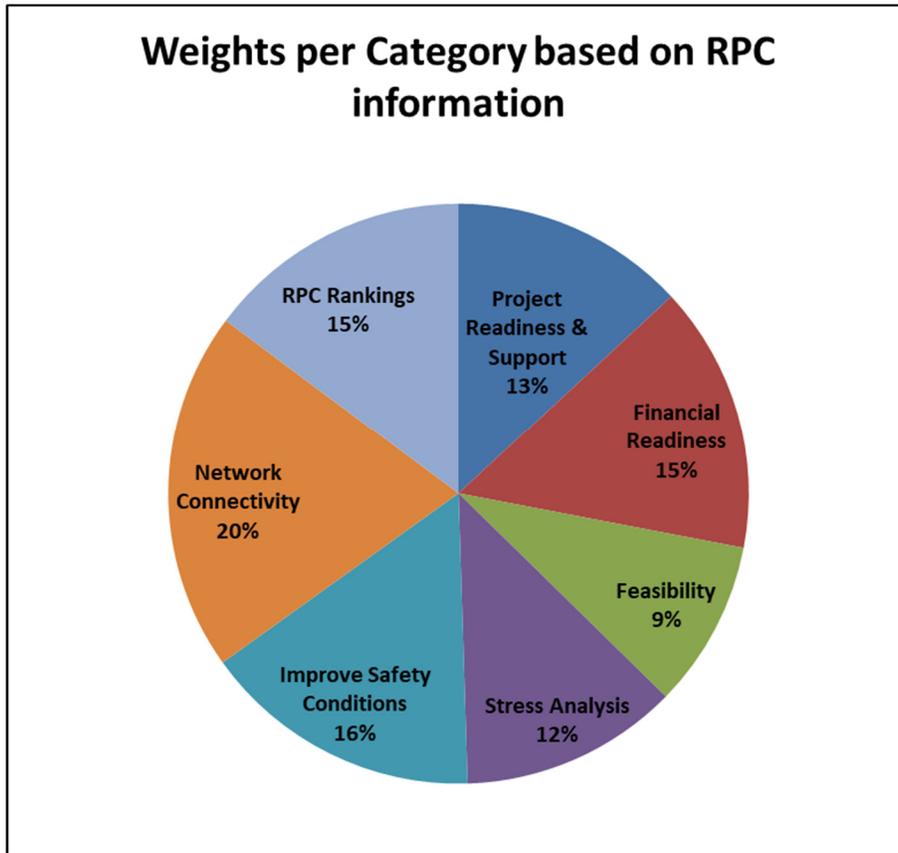


Victoria F. Sheehan
Commissioner

William Cass, P.E.
Assistant Commissioner

September 2, 2021

Transportation Alternatives Program Round 4
Criteria used for Project Ranking



	Overall RPC Weightings	CNHRPC	LRPC	NCC	NRPC	RPC	SNHPC	SRPC	SWRPC	UVLSRPC
Project Readiness & Support	13%	15%	16%	13%	12%	13%	6%	14%	13%	15%
Financial Readiness	15%	10%	16%	13%	19%	17%	18%	13%	17%	11%
Feasibility	9%	7%	6%	13%	8%	7%	13%	11%	7%	11%
Stress Analysis	12%	18%	10%	16%	6%	13%	11%	14%	13%	9%
Improve Safety Conditions	16%	10%	15%	16%	24%	14%	14%	20%	14%	13%
Network Connectivity	20%	28%	11%	24%	20%	18%	24%	19%	18%	23%
RPC Rankings	15%	12%	25%	6%	11%	18%	14%	11%	18%	18%
Total must add up to 100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

Readiness and Support: 13% of total score

- This criterion evaluates if the project is part of local and regional plans and efforts like a master plan. Has it been endorsed by local and regional bodies and advocacy groups? Did the applicant build a case about the importance of this project to many constituents? Conservation commission, planning boards, other local groups, RPC/TAC support.
 - Scores were assigned on a 0 to 10 scale. Those scores were multiplied by 1.3 providing a score from 0 to 13 for the criterion

Financial Readiness: 15% of total score

- This criterion evaluates if financial commitments have been made for the project. Is there is a written commitment to bring this project forward for approval of funds either at town meeting, through capital reserve funds, through inclusion in the capital improvement plan, etc. or are there funds already raised/appropriated and dedicated to this project?
 - Scores were assigned on a 0 to 10 scale. Those scores were multiplied by 1.5 providing a score from 0 to 15 for the criterion

Feasibility: 9% of total score

- This criterion evaluates the likelihood of a project to stay on budget and move into construction. The project application should address historic, cultural, environmental, maintenance and other related issues that may impact the project's ability to succeed.
 - Scores were assigned on a 0 to 10 scale. Those scores were multiplied by 0.9 providing a score from 0 to 9 for the criterion

Stress Analysis: 12% of total score

- This criterion evaluates the current stress level based on a scale from A – E with A being a facility safe for children and E being a facility not suited for any non-motorized users. The applicant will rate the existing conditions and give reasons why. Then they will rate the proposed project and justify why proposed project deserves the new rating.
 - Scores were assigned on a 0 to 10 scale. Those scores were multiplied by 1.2 providing a score from 0 to 12 for the criterion

Improve Safety Condition: 16% of total score

- This criterion evaluates the project improvements over the existing conditions. What specific safety improvements will be made by the project? Is there objective information like a road safety audit, corridor study, etc. to support it?
 - Scores were assigned on a 0 to 10 scale. Those scores were multiplied by 1.6 providing a score from 0 to 16 for the criterion

Project Connectivity: 20% of total score

- This criterion evaluates the following: If the project fills a vital gap in either an existing phased project, or an existing facility; If the project adds length to an existing facility; If the project links different destinations; or if the project builds a new facility that didn't already exist.
 - Scores were assigned on a 0 to 10 scale. Those scores were multiplied by 2.0 providing a score from 0 to 20 for the criterion

RPC/MPO Ranking: 15% of total score

- This Criterion evaluates the regional importance of a project. Each RPC/MPO scored and ranked the projects in their regions. Because funds are limited and to help retain regional importance only the top 5 ranked projects from each RPC received points.
 - This criterion isn't evaluated by the scoring committee but scores were directly assigned based on the ranking submitted by the RPC/MPO.
 - 1st ranked project gets 15 points, 2nd ranked project gets 12 points, 3rd ranked project gets 9 points, 4th ranked project gets 6 points and 5th ranked project gets 3 points

A scoring committee was formed with Department of Transportation staff with the following expertise: Safety & Design, Engineering, Planning, Traffic Operation & Design, and ADA & Labor Compliance.

The Scoring Committee met on June 14th, 15th and 25th to evaluate the applications based on six of the seven criterion. Project Readiness & Support, Financial Readiness, Feasibility, Stress Analysis, Improve Safety Conditions, and Network Connectivity. Each of the five scoring committee members put a numerical score between 0 and 10 for each project criterion. The five scores were then averaged and the average score was multiplied by the weighting for a final score for that criterion. The last criterion, RPC ranking was done by each of the nine Regional Planning Commissions. Each Planning Commission scored and ranked the projects in their regions and submitted the project rankings to the Department. The Department then assigned a point value to each project based on the ranking from 1st to 5th. Any projects that ranked lower than 5th did not receive any score for this criterion. The final weighted score for each of the 7 criterion were added up for a final score for each submitted application. The projects were then ranked from high to low score.

NHDOT TAP Round 4 Scoring Committee

First Name	Last Name	Organization	StakeholderGroup
Sandt	Michener	DIV OF POLICY AND ADMIN	ADA / Labor Compliance
Nick	Sanders	Bureau of Highway Design (Active Transporation Engineer)	Safety and Design
Gerry	Bedard	Bureau of Highway Design	Engineering
Marlin	Austin	Bureau of Planning & Community Assistance	Planning
Julie	Mathews	Bureau of Traffic	Traffic Operations and Design

Submitted by:



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